The last mentioned work had been stopped because the local inhabitants could not agree as to the alignment of the road. A proper alignment should be fixed without further delay and the work put in hand next year.

Lastly, the member said that the basement of the bridge at Kunnakara on the Main Central road, 47th mile, had been washed away by the floods of 1099 and that, as a result, the adjacent fields had been damaged and rendered unfit for cultivation. The level of the bridge should be raised and it should be reconstructed. An estimate had been prepared; he requested that provision for the work should be made in the budget for 1103.

DEWAN'S REPLY: Mr. Nilakanta Pillai, as regards the first point, estimates are being prepared for a dam across the Pulaman *todu*.

As regards the bridge over the Cherupoika the work has been taken in hand and is going on now.

You next want bridge at the Attukadavu, Kunnattur, on the Kottarakara-Sastankotta road. It will require a lot of money—about a lakh of rupees. But the Chief Engineer says that it will be useful. Whenever, and as soon as, money is available it will be taken up.

As regards the conversion of the village road from Kundara to Puyapalli into a public road, and the construction of a road from Vilangara on the Kottarakara-Veliyam road to the Main Central road *via* Ummannur, estimates are being prepared.

As regards the construction of the sanctioned road from Kunnikod, I will inspect that road.

As regards your last point, *viz.*, construction of cross bars across the stream at Kunnakara on the Main Central road near Kottarakara, the Chief Engineer will write to the Divisional officer for a report.

98. Needs of the Pattanapuram taluk.

MR. P. PARAMESVARAN PILLAI (*Member, Pattanapuram taluk*) first spoke about the need for the completion of the Parakod-Kunnikod road. A road from Parakod to Pattazhi had been finished and another from Enattu to Pattazhi was under construction. From the Pattazhi market where the two roads would meet, there was only a distance of about 5 miles to Kunnikod. Two lines had been surveyed for the above length, one near the Talavur market and the other a little to the north of it. The former route was cheaper and easier. The work should be taken up early and at least the portion between Kunnikod and the Talavur Sri Narayana Vilasam market, covering a length of about one and half miles, should be treated as urgent and completed during the year.

The Pattanapuram village road, starting from the 19th mile of the Quilon-Shencotta road, had been rendered fit for cart traffic by the local inhabitants as far as the Talavur Sri Narayana Vilasam market, a distance of 3½ miles. The Division Officer, Quilon, had been approached for taking it up for departmental maintenance after making it a public road. The Railway Engineer had also been addressed to put up gates at the place where the road crossed the railway line, but both their representations were in vain. The road should be taken for departmental maintenance and arrangements made for putting up gates at the level crossing.

The necessary culverts and bridges on the Anchal-Meenkulam ryots' road should be constructed without delay. The Executive Engineer had inspected the road and had been convinced of the immediate necessity for completing the works on the road as far as Channapetta.

The existing wet lands on the sides of the canal flowing through Kunnikod were suffering from drought because the level of the canal had gone down and water could not be taken therefrom to the adjacent fields. If a dam be constructed across the canal at Neduvannur, the lands could be irrigated. Further, an extent of about 100 acres of dry land could be newly converted into wet lands.

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A bridge across the Pattanapuram river was necessary at Muttattukadavu. During the rainy season and at night during other seasons people found it dangerous to cross the river. The bridge would facilitate traffic along the road to the Pattanapuram and Kunnikod markets and to the Kunnikod railway station. A bridge should therefore be constructed at the above place at an early date.

The wet lands on the upper reaches of the Punalur river were damaged by overflow of water from above the Paper Mills dam. During summer, the water was rendered unfit for use by stagnation. The defect could be removed by a sluice being provided in the dam. That would not affect the working of the mill because, during the rainy season, there would be sufficient water for the use of the mill even with the sluice open. In summer, the water power was not being used by the mill which then used only a steam-engine.

The Vernacular Midddle School, Punalur, needed removal from its existing insanitary site and the Government were considering the question of erecting new buildings. In view to minimise the expenditure on account of the acquisition of site and the construction of buildings, the member suggested that the local hospital be removed to the camp-shed and the Palace used by Hindu officers on tour be set apart as the camp-shed. The school buildings could then be erected on the site of the hospital.

In the absence of a Vernacular Middle School for girls at Punalur, the girls passing out of the local Primary School were forced to attend the Middle School for boys. That was not desirable. The strength of the Primary School for girls was 200. Class V should therefore be opened from the next academic year.

A savings bank branch should be opened at the Kunnikod Anchal office. The proposal involved no additional expenditure.

The *satram* at Punalur was in a neglected condition. The flooring was spoiled by stray cattle and the doors were unfit for use. Arrangements should be made for its proper maintenance.

DEWAN'S REPLY: Mr. Paramesvaran Pillai, as regards the completion of the first portion of the Parakkattu-Kunnikod road, an estimate has been sanctioned and work is under progress and will be completed this year. As regards the second section of the road of which you spoke now, the line is being investigated.

The taking over the village road from the Quilon-Shencotta road, 19th mile, to Pattanapuram will necessitate an expenditure of Rs. 10,000 or so, for 8 miles. The Chief Engineer will see whether he can afford it next year and whether there is no other work more urgent requiring expenditure.

As regards the construction of culverts and bridges, action is being taken and work has been started already.

As regards the construction of a dam at Neduvannur, the Divisional Officer has been asked to report on the possibilities of constructing it. The Chief Engineer will also report on the possibility of construction of a bridge at Muttattukadavu.

I do not quite understand what you spoke about a sluice in the Paper Mills dam. If you will discuss the matter with the Divisional Officer he will, I expect, do the needful.

Regarding the removal of the Vernacular Middle School at Punalur to a more suitable place, the Divisional Officer has suggested a new site and the matter is now under correspondence with the Director of Public Instruction.

The Assembly adjourned for lunch at 1-35 P. M. and re-assembled at 2-10 P. M.

99. Needs of the Pattanapuram taluk

MR. C. PERCY BHANU (*Member, Nominated*) emphasised the need for the establishment of a Munsiff's Court at Punalur. All the civil cases relating to the Pattanapuram taluk had to be filed in the Kottarakara Munsiff's Court, which was 28 miles away from the eastern portions of the taluk. The litigant public were put to much difficulty, especially as there were no proper means of communication in the taluk. More than half the number of cases filed in the Kottarakara Munsiff's Court were

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